Joint Precision Approach And Landing System (JPALS)

Industry Day
SDD Contracting Strategy

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Why We're Here

- Familiarize Industry with JPALS Requirements and Plans
- Initiate Government and Industry **PARTNERSHIPS**
- Initiate Industry **TEAMING** Relationships
- **SHARE** Ideas and Industry Best Practices Developing the JPALS Acquisition
- Take Advantage of our Ability to Communicate Openly
- We need your **HELP**

KEY WORDS

- Joint Program
- Teaming
- Synergy/Collaboration
- Flexibility
- Responsiveness to Fleet Needs
- Open System Architecture
- Performance Based Processes and metrics
- Industry and Government Best Practices
- Requirements Tracking
- Affordability and Total Ownership Cost
- Emphasize “ilities”
- Leverage COTS, GOTS, NDI
- Virtual Environment

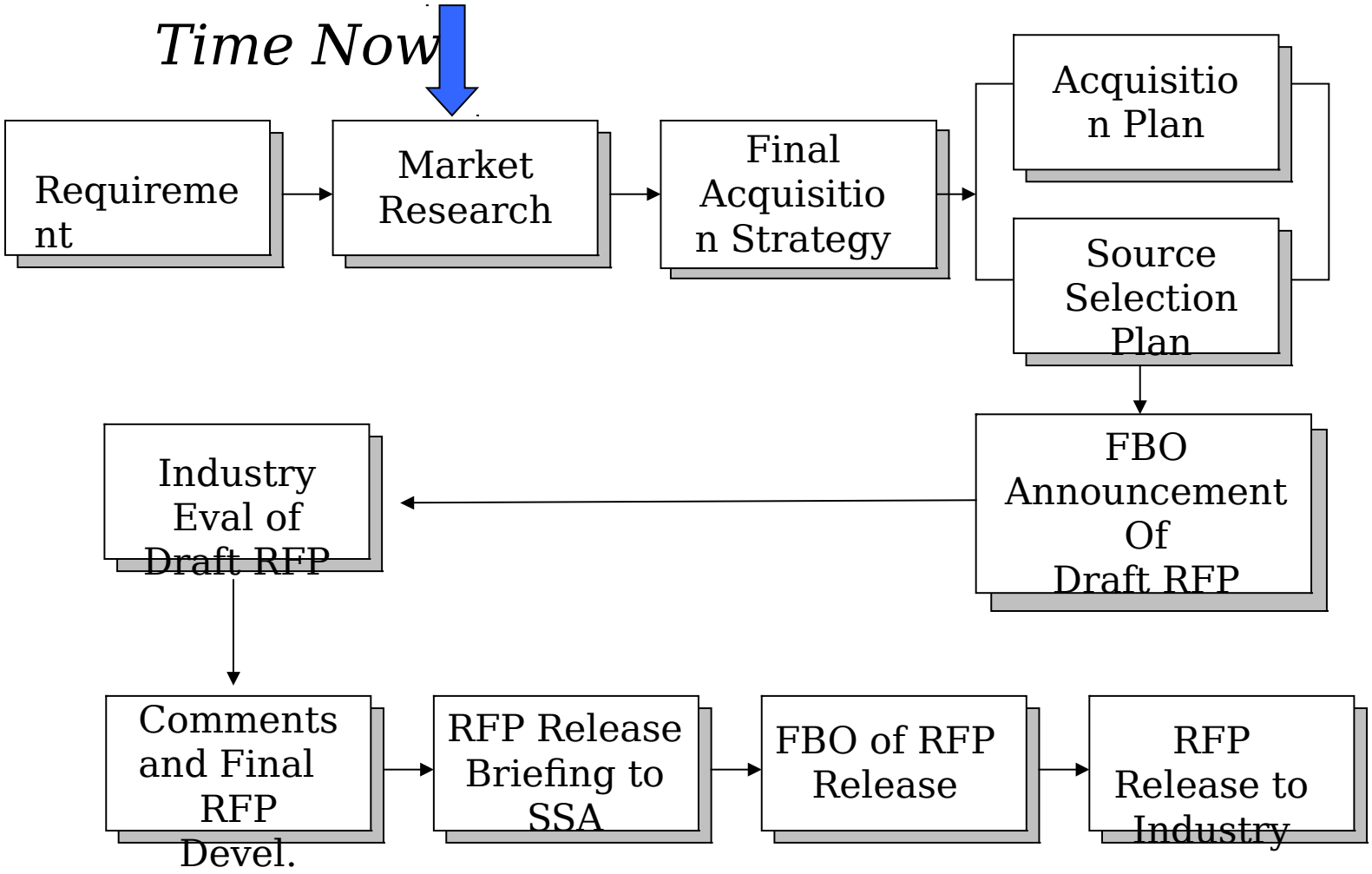
Some Acquisition Focus Areas

- Insight versus Oversight
- Performance Based Environment
- Integrated Product/Process Development
- Effective Risk Management
- Management via Metrics
- Targeted Incentives
- Robust Systems Engineering Processes

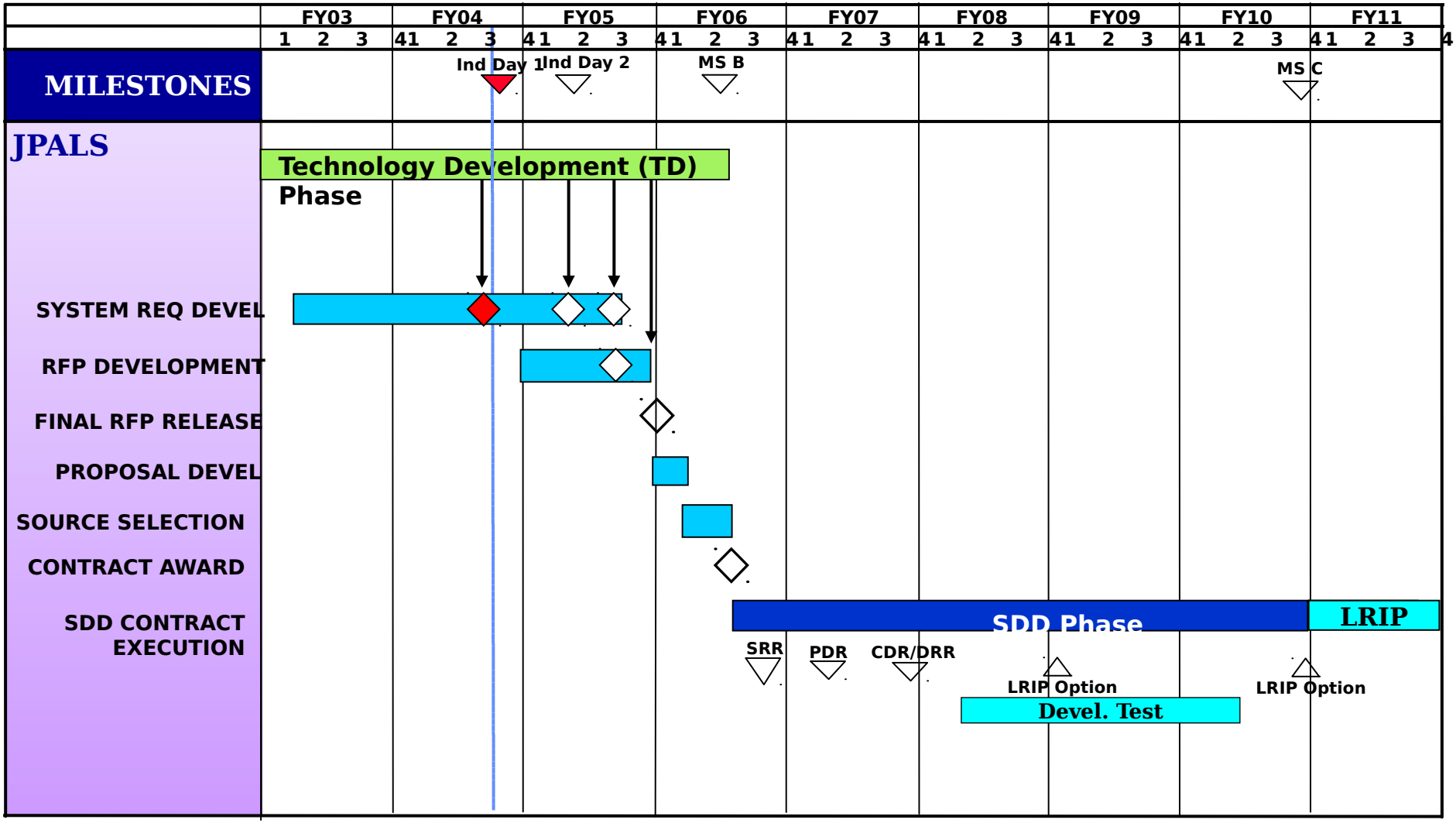
Communications

- Prior To Formal SDD Phase RFP Release
  - Comment Sheets Posted to Website
  - E-mail Questions/Comments to ann.alioto@navy.mil with copies to Robert.Wolfe@navy.mil and John.Antol@navy.mil
  - Reference Documents and Frequently Asked Questions/Answers Posted to PMA-213 Website **http://pma213.navair.navy.mil**
  - Future Industry Days/RFIs via FEDBIZOPPS Announcement
- After Formal RFP Release
  - Only Communication Is Via Contracting Officer
- Formal RFP Is The Only Official Requirement

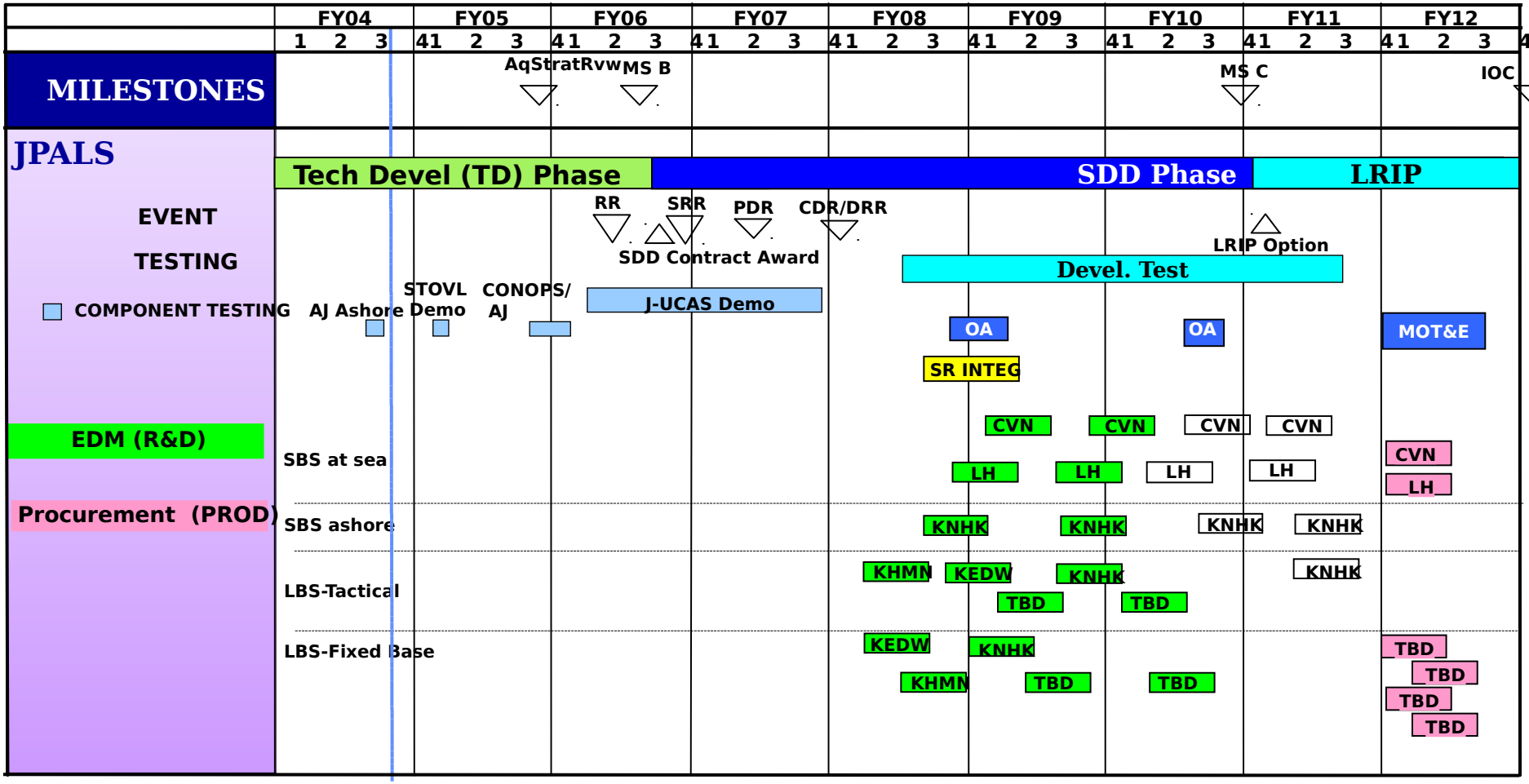
Pre-Solicitation Process Competitive Award



JPALS Schedule to Contract Award



JPALS High-Level Schedule



JPALS SDD RDT&E Funding Profile

Program Funding (TY$M)	FY06	FY07	FY08	FY09	FY10	FY11
Combined Joint Program Funding	38.4	63.6	59.8	73.5	TBD	TBD
Approximate Amount Available for Contracts	TBD	TBD	TBD	TBD	TBD	TBD

Gov't cost estimate being refined. Dollars available for industry includes prime, subcontract, etc notionally 70% - 75% of total funding line.

Contracting Strategy

- SDD Efforts Will Be:
  - Full/Open Competition
  - Cost-Type Contract for Non-Recurring Engineering, Logistics, Integration & Test, etc
  - Options for LRIP Deliverables
  - Notional Awards and Incentives
    - Technical Performance
    - Production Cost Curves
    - Cost/Schedule Performance
- Full Rate Production
  - Fixed-Price-Type Contract for Full Rate Production Efforts

Notional JPALS SDD Contract Scope

- Program Management/Systems Engineering
- Non-Recurring Engineering
  - Land Based Fixed Site
  - Land Based Tactical
  - Sea Based
  - Airborne Subsystem
- Assembly, Integration and Developmental Test
  - Land Based Fixed Site
  - Land Based Tactical
  - Sea Based
  - Airborne Subsystem
- Operational Assessment /OPEVAL Support
- R&M/BIT Engineering
- Logistics Engineering
- Manpower & Training
- Manufacturing/Production
- DMSMS/Obsolescence
- LRIP Options
- System Certifications
- IDE Collaboration
- Interface Control Docs/Interface Requirements Specs to External Systems
- DITSCAP/Info Assurance

Preliminary SDD EDM Assets

System	Number of Units	Locations	Earliest Date Needed
LAND BASED FIXED	5	Holloman AFB Edwards AFB NAS Patuxent River TBD	2QFY08
LAND BASED TACTICAL	5	Holloman AFB Edwards AFB NAS Patuxent River TBD	2QFY08
LAND BASED SPECIAL MSN	TBD	TBD	TBD
SEA BASED	2	NAS Patuxent River	3QFY08
SHIP INSTALLATIONS	2 CV 2 LH	TBD	3QFY08
AIRCRAFT AVIONICS INSTALLATIONS	6	Various	2QFY08

Notional LRIP Asset Buy Plan

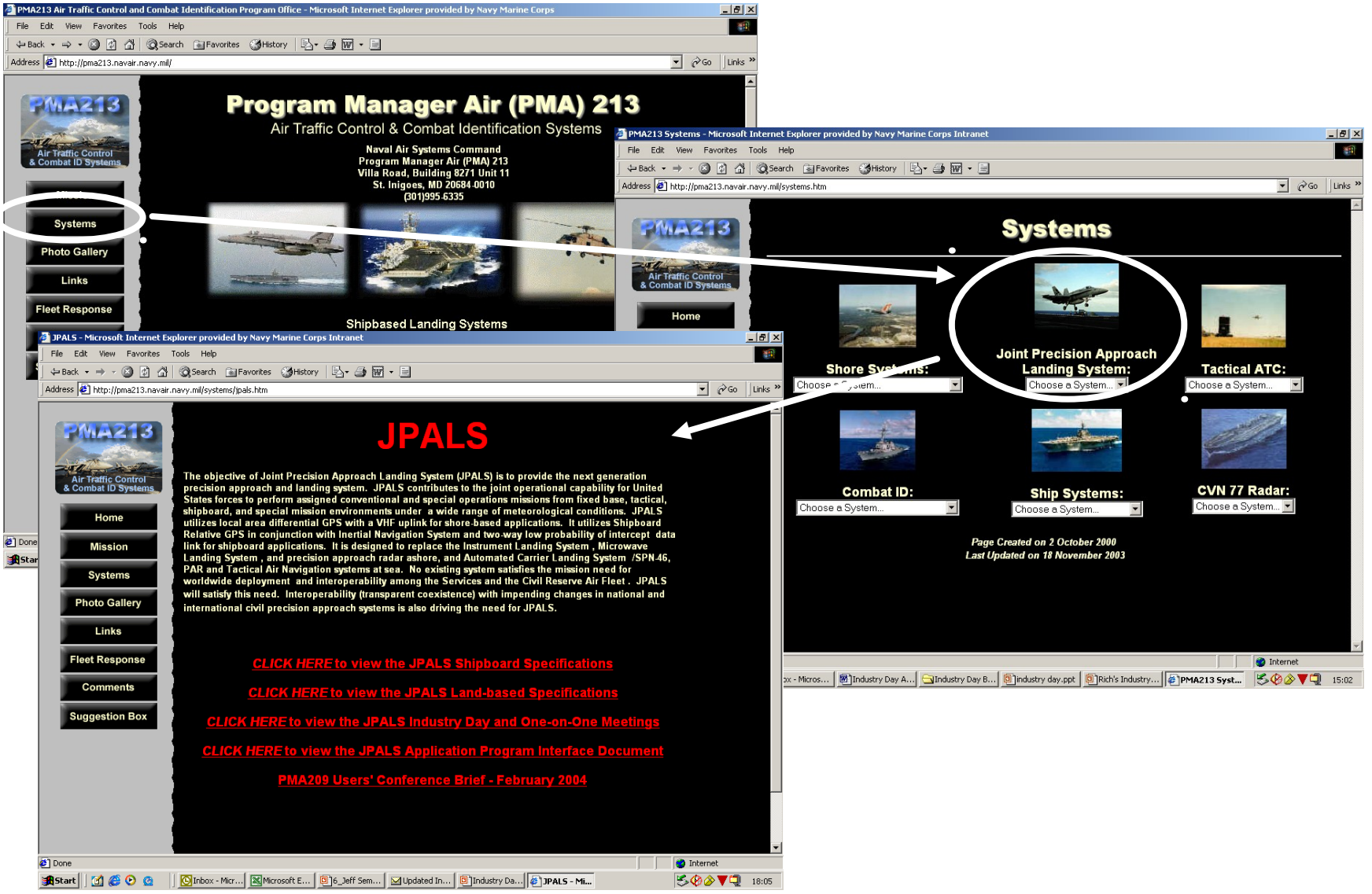
JPALS Equipment	FY 11	FY 12	FY 13	Total
Sea Based Systems	2	2	2	6
Land Based Fixed Systems	4	4	4	12
Land Based Tactical	0	2	2	4
Land Based Special Mission	0	0	0	0
Total	6	8	8	22

JPALS Contractor Support for Aircraft Integration is TBD

Next Steps

- Industry One-on-One Meetings
  - Beginning 13 Sep 04
  - Two Hour Sessions
  - Location in Crystal City (NAVAIR Washington Liaison Office)
  - Coordinate as per FEDBIZOPS Announcement
- Future Industry Days
  - Industry Day #2, Jan/Feb 05 Timeframe
  - Updated Program Briefing with Sidebars
    - Performance Specification
    - JTRS, GPS, Etc
    - Ship Integration
    - Human Systems Integration
  - Announcement/Agenda Via Federal Business Opportunities Website, http://www.fedbizopps.gov
- JPALS Acquisition Program Updates via PMA-213 Website

http://PMA213.NAVAIR.NAVY.MIL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http://pma213.navair.navy.mil/
Program Manager Air (PMA) 213
Air Traffic Control & Combat Identification Systems
Naval Air Systems Command
Program Manager Air (PMA) 213
Villa Road, Building 8271 Unit 11
St. Inigoes, MD 20684-0010
(301)995-6335
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JPALS
The objective of Joint Precision Approach Landing System (JPALS) is to provide the next generation precision approach and landing system. JPALS contributes to the joint operational capability for United States forces to perform assigned conventional and special operations missions from fixed base, tactical, shipboard, and special mission environments under a wide range of meteorological conditions. JPALS utilizes local area differential GPS with a VHF uplink for shore-based applications. It utilizes Shipboard Relative GPS in conjunction with Inertial Navigation System and two-way low probability of intercept data link for shipboard applications. It is designed to replace the Instrument Landing System , Microwave Landing System , and precision approach radar ashore, and Automated Carrier Landing System /SPN-46, PAR and Tactical Air Navigation systems at sea. No existing system satisfies the mission need for worldwide deployment and interoperability among the Services and the Civil Reserve Air Fleet . JPALS will satisfy this need. Interoperability (transparent coexistence) with impending changes in national and international civil precision approach systems is also driving the need for JPALS.
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CLICK HERE to view the JPALS Shipboard Specifications
CLICK HERE to view the JPALS Land-based Specifications
CLICK HERE to view the JPALS Industry Day and One-on-One Meetings
CLICK HERE to view the JPALS Application Program Interface Document
PMA209 Users' Conference Brief - February 2004

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Questions?

BACKUPS

JPALS Funding Profile

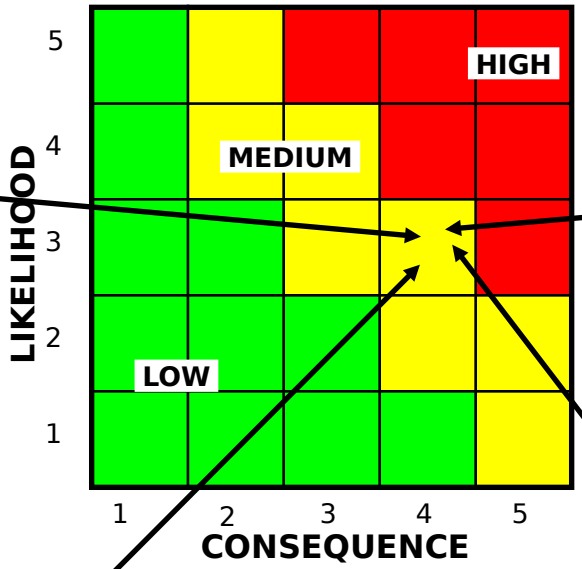
Program Funding (TY$M)	FY06	FY07	FY08	FY09	FY10	FY11	Total
Combined Joint Program Funding	60.0	65.5	75.5	103.1	40.3	20.7	365.1

Currently Identified JPALS Risks

1) Assessment of JPALS Technology Readiness Readiness

Causal Factor: Lack or delay in resources; higher priorities

Mitigation:
1. Get input from technical experts on the steps to maturity for the TPSAs and corresponding TRLs.
2. Get results of requirements meetings
3. Develop SMP as a guide for technical development



3) JPALS Program Cost Estimate

Causal Factor: Unknowns, immaturity of program definition, joining of multi-service funding

Mitigation:
1. Perform in-depth assessment of current estimating methodologies by program element as program becomes more clearly defined, as well as establish & maintain Program Office acceptance of technical, programmatic, and estimating assumptions.
2. Work closely w/other joint service cost teams to establish solid agreements on estimating methodologies as well as level of responsibility associated w/common efforts.

2) GPS Anti-Jam Techniques

Causal Factor: Anti-Jamming techniques have not matured as rapidly as anticipated. Not a fully recognized requirement by GPS JPO.

Mitigation:
1. Establish JPALS requirements.
2. Continue to work w/GPS JPO on jamming levels
3. Continue working w/GPS JPO and industry to mature the technology.

4) JPALS Candidate architecture Guidance Quality Requirements.

Causal Factor: Demonstration techniques not adequately matured

Mitigation:
1. Develop GQ Algorithms under CR2 and related contracts.
2. Availability Paper being written to clarify GQ terms. Once an agreement is reached on definitions, CR2 will define candidate architecture that meets requirements.
3. Develop and run Phase 2 simulation models based on candidate architecture.
4. Validate Phase 2 models through flight testing and data collection.